



PORSCHE



# The new Panamera S Hybrid

Range extended



## Concept

Four doors. Four seats. Sportscars for four – the Panamera models. Uncompromising comfort and practicality, along with sports performance and fuel efficiency. An innovative concept, re-interpreted in the Panamera S Hybrid with Porsche Intelligent Performance. At last, heart and mind can finally call a truce.

## The introduction to the luxury automotive class of a radical concept in hybrid technology: driving pleasure.

With the Panamera, we've already introduced a fairly radical idea into the cosy world of the saloon: you can drive a sportscar – and at the same time travel in comfort.

However, that wasn't enough for us. The next logical, convincing step was the introduction to the luxury automotive class of a radical concept in hybrid technology: driving pleasure.

Or as we understand it, with sportscar dynamics – and astonishingly low fuel consumption and emissions. The next stage of Porsche Intelligent Performance.

How does this work? By constantly endeavouring to redefine our limits and set new standards. Thanks to our 60 years of motorsport experience, together with our engineering expertise, we are moving into the future of more efficient driving.

So a Gran Turismo with parallel full hybrid is far more than just a



'hybrid' logo on both front doors

saloon: it's a Porsche. Powerful, efficient, comfortable and – of course – sporty.

Performance with conviction. The new Panamera S Hybrid.





## Performance

Performance with conviction. There's not much difference between your view of life and ours. Such as our views on sportscars and hybrid vehicles.

**Rational: certainly right.**  
**Emotional: rightly certain.**

### Hybrid drive.

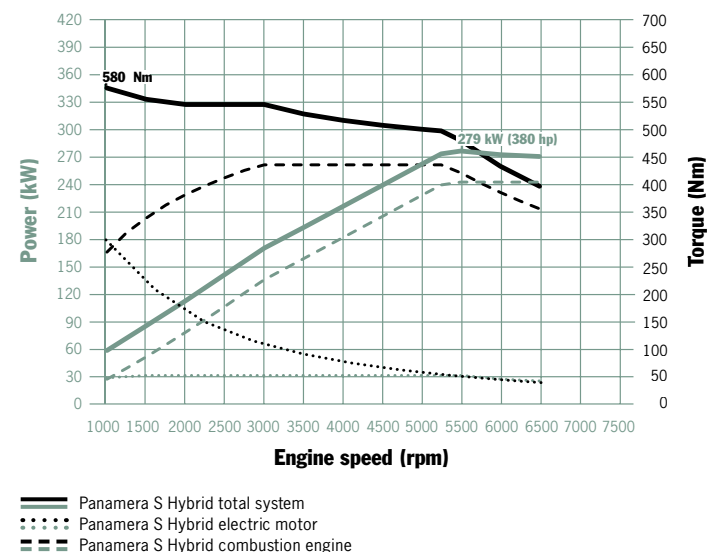
Do you drive a powerful sportscar? Or do you prefer an efficient hybrid? It's amazing how different the emotional and the rational can appear until they really come together – as in the parallel full hybrid from Porsche, for example.

The new Panamera S Hybrid has a 3.0-litre V6 compressor engine. The charge effect of the compressor gives a high torque of 440 Nm even at low speeds. Performance: 245 kW (333 hp).

These figures alone were reason enough to start. However, we have also added something for the future: the electric motor, which delivers its maximum output of 34 kW (47 hp) at 288 volts, providing high torque, especially in the lower rev range. It acts as the starter as well as a generator.

Together, the two units develop a maximum total system power output of 279 kW (380 hp). Maximum torque: 580 Nm. Acceleration from 0 to 100 km/h: just 6.0 seconds. Fuel consumption per 100 km is just 8.3 litres in the urban cycle, 6.4 litres in the extra urban cycle

and 7.1 litres in the combined cycle, with CO<sub>2</sub> emissions of 167 g/km combined\*. What does that mean for the hybrid? It currently has the lowest CO<sub>2</sub> emissions and fuel consumption of any series-produced car from Porsche.



\* Values for optional 19-inch All-Season tyres, in an optimum rolling resistance design, in l/100km: 8.0 urban; 6.1 extra urban; 6.8 combined; CO<sub>2</sub> emissions 159 g/km combined.



E-Power meter, READY indicator, TFT display in the instrument cluster

What makes the Panamera S Hybrid so special?

In the parallel full hybrid, the compact electric motor is integrated directly into the transmission. The hybrid module sits between the gearbox and the combustion engine, which can be decoupled from or connected to the transmission via a specially developed separating coupling.

The system's high-voltage nickel-metal hydride (NiMH) battery is situated below the floor of the rear luggage compartment and requires no maintenance during its lifetime.

The interplay between the combustion engine, separating coupling, electric motor and high-voltage battery is regulated by the electronic engine management system. It decouples the combustion engine or switches it on, performing both of these actions quickly – and therefore effortlessly and smoothly. Thanks to the rapid action separating coupling and the equally fast responding combustion engine, these processes are performed comfortably and harmoniously. There is no need to adapt to the system.

### Drive modes specific to the hybrid.

At moderate acceleration and speeds up to 75 km/h, the electric motor drives the car independently. So you can drive through residential areas, for example, without any emissions and making almost no noise. The combustion engine is automatically decoupled via the separating clutch and switched off.

The 'E-Power' button expands the range in which the vehicle can be run solely on electric power. The combustion engine switches on later than in normal mode, depending on the power demand. This makes purely electric driving easier and more comfortable. The availability of purely electric mode depends on factors such as battery charge status and temperature.

In addition, the electric motors can be used to boost performance – for faster acceleration, particularly when pulling away.

With the integral auto start/stop function, if you have to stop in traffic the combustion engine is automatically switched off. It starts again only when you accelerate and the power available

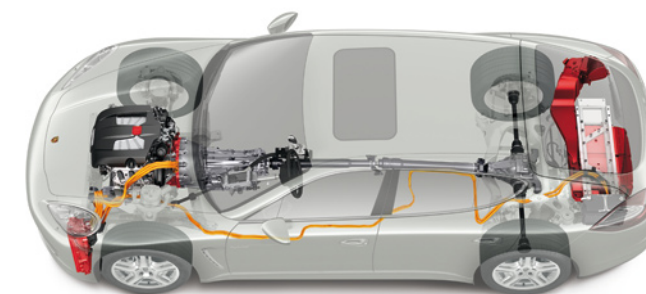
from the electric motor alone is not sufficient. This saves fuel.

A further energy saving can be made by coasting during driving. That means running without the combustion engine in operation – it switches off automatically. You can see this from the rev counter, which will be on READY and not displaying any revs. Through this, the hybrid shows its advantages away from city traffic – at speeds of up to 164 km/h.



1. Separating coupling
2. Protective housing
3. Electric motor

Hybrid module



Parallel full hybrid





### Recuperation.

The electronic engine management unit in the new Panamera S Hybrid controls the braking process so that, on activation of the brake pedal, as much applied energy as possible can be recovered via the generator mode of the electric

motor and returned to the 288-volt nickel-metal hydride battery. This process is known as recuperation.

### Display concept.

The E-Power meter in the dashboard shows the recuperation power and drive power of the electric motor

and the TFT colour display gives real time information on the energy flow.

The optional Porsche Communication Management (PCM) shows a detailed diagram of the vehicle with energy flow and statistics on the amount of driving without the combustion engine.

### Additional electrical functions.

The systems which are normally dependent on the drive power of the combustion engine, such as climate control, power steering and braking, are powered electrically in the new Panamera S Hybrid. The functions remain available for purely electric driving

or when coasting with the combustion engine switched off.

### Direct fuel injection (DFI).

With DFI, the fuel is injected directly into the combustion chamber at up to 120 bar pressure with millisecond precision via electromagnetically activated injector valves. The spray and cone angles of the injection are optimised for torque, power, fuel consumption and emissions by enabling a homogeneous distribution of the air/fuel mixture and, therefore, effective combustion. DFI improves the internal cooling of the combustion chamber by forming the mixture directly in the cylinder. The resulting higher compression ratio delivers more output at the same time as enhanced engine efficiency, thus helping to protect the environment.

### Variable camshaft control.

In the V6 combustion engine of the new Panamera S Hybrid, fully variable camshaft control is used to adjust the intake camshaft timing. This is effectively controlled by the electronic engine management system. The result is maximum output and high torque – even at low engine speeds – and above all, reduced fuel consumption and emissions.

In summary, thanks to Porsche Intelligent Performance, the new Panamera S Hybrid delivers the performance of a sportscar, along with the low fuel consumption and emission values of a hybrid vehicle.

**8-speed Tiptronic S gearbox.**

Standard in the new Panamera S Hybrid is an 8-speed Tiptronic S gearbox with a wide spread of gears. 1st gear is designed for optimum acceleration on pulling away. Top speed is reached in 6th gear, while 7th and 8th gears are used to reduce the engine revs at high speeds. This not only results in fuel savings, but also improves comfort because, on the motorway, the low

engine speeds reduce the noise level in the interior.

The driver can influence the shift behaviour of the 8-speed Tiptronic S by deliberate use of the accelerator and brake pedals. Dynamic driving leads to more dynamic gear shifts and a restrained, careful driving style leads to economic shifts.

**Three-spoke sports steering wheel with gearshift switches.**

The standard three-spoke sports steering wheel has two ergonomic gearshift switches. Push forward with your thumbs, and the 8-speed Tiptronic S gearbox changes up. Pull back with your index finger, and it changes down.

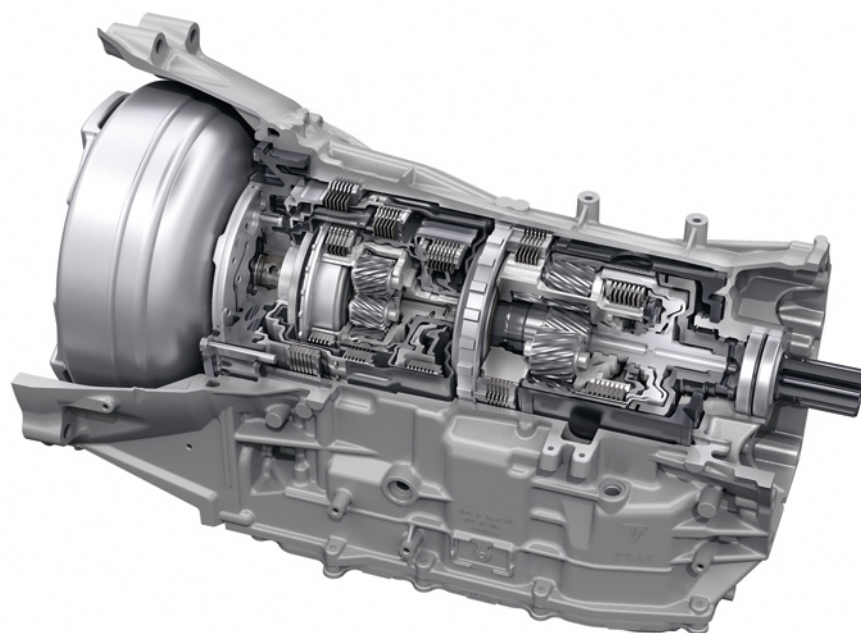
Even if the selector lever is set to automatic, you are still able to change gear manually using the



Three-spoke sports steering wheel with gearshift switches



Three-spoke sports steering wheel with gearshift paddles



8-speed Tiptronic S gearbox

slider switches. If you stop changing gear manually, after around eight seconds the system reverts to automatic mode. You can also shift into a separate selector gate manually using the selector lever: push forward to shift up, pull back to shift down.

As an option, the three-spoke sports steering wheel is available as a multifunction steering wheel which you can use for easy operation of the on-board computer and many audio, telephone and navigation functions.

**Three-spoke sports steering wheel with gearshift paddles.**

A three-spoke sports steering wheel with gearshift paddles is available as an option. The alloy paddles sit perfectly to hand behind the right and left steering wheel spokes. Pull on the right to shift up, pull on the left to shift down.

Also reminiscent of motorsport is the top centre marking on the steering wheel rim.

**Adaptive pneumatic suspension including Porsche Active Suspension Management (PASM).**

The new Panamera S Hybrid is equipped with adaptive pneumatic suspension including Porsche Active Suspension Management (PASM) as standard. This combined system improves both driving dynamics and comfort. As well as PASM, it includes level control, height adjustment and spring rate adjustment.

Level control ensures that the vehicle always remains level – automatically, irrespective of load distribution. The manually controlled High Level raises the vehicle by 20 mm to minimise the risk of grounding over obstacles, e.g. when entering a garage.\* When SPORT PLUS is selected, the height adjustment is automatically set to Low Level (–25 mm). A harder spring rate can also be set by reducing the volume of air in the pneumatic suspension. Sports suspension at the push of a button.

The system also includes PASM – for electronic adjustment of the damper system. It actively and

continuously adjusts the damper force according to the road surface and driving style. Designed to operate in accordance with the Skyhook principle, it acts to keep the body stable to reduce body movement and thus increase comfort in all four seats.

How does PASM work? A button on the centre console offers a choice of three modes, Comfort, SPORT and SPORT PLUS. Sensors detect the vehicle body movements which occur on rapid acceleration, braking, cornering or on an uneven surface. Signals such as transverse acceleration, steering angle, brake pressure and engine torque are also taken into account. From these, the control unit determines the present vehicle status, and adapts the damper setting according to the mode selected.

For your safety, however, PASM constantly monitors the driving conditions. If, in Comfort mode, you suddenly adopt a sportier and more dynamic driving style, the system automatically switches to a harder rating within the Comfort setup range to increase driving stability and safety.



Likewise, if in SPORT or SPORT PLUS mode the driving surface becomes uneven, PASM quickly switches to a softer rating within the selected mode, to optimise traction and grip.

For you, it's just the push of a button, with a perceptible result: increased stability, more comfort and improved performance.

\* The vehicle must not be driven at High Level on public roads as the maximum permissible installation height of the reflector units may then be exceeded.





### Steering and Servotronic.

Standard equipment on the Panamera S Hybrid includes

Servotronic, a highly precise, speed-sensitive power-steering system. At high speeds, the steering is firm, while at low

speeds Servotronic adjusts for easy parking and manoeuvring. Even during purely electric driving.

### Wheels and Tyre Pressure Monitoring System (TPM).

The new Panamera S Hybrid is fitted as standard with 18-inch Panamera S alloy wheels in a 10-spoke lightweight design with 245/50 ZR 18 front tyres and 275/45 ZR 18 rear tyres.

On request, other 18, 19 or 20-inch wheels are available from our range. The optional 19-inch All-season tyres are also available in an optimum rolling resistance design – for reduced fuel consumption with a simultaneous increase in driving performance.

The standard Tyre Pressure Monitoring System (TPM) gives a warning in the on-board computer display when a tyre pressure is too low or if there is a gradual or sudden loss of pressure. For increased comfort and safety.



18-inch Panamera S wheel



19-inch Panamera Turbo wheel



19-inch Panamera Design wheel



20-inch RS Spyder Design wheel



20-inch 911 Turbo II wheel



20-inch Panamera Sport wheel



### Porsche Stability Management (PSM).

PSM is an automatic control system for stability even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the vehicle. PSM uses these values to calculate the actual direction of travel. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

When accelerating on low-grip road surfaces, PSM increases traction using the automatic brake differential (ABD) and anti-slip regulation (ASR). For a more active

driving experience, PSM can be switched off but it remains active in the background.

Two further functions of PSM include precharging of the braking system, to achieve maximum braking force earlier, and brake assist for maximum deceleration in an emergency.

### SPORT button.

The standard SPORT button is used to switch between comfort and sporty setups. At the push of a button, the electronic engine management system makes the engine more responsive so that the engine dynamics become more direct. The 8-speed Tiptronic S gearbox shifts up later – and down earlier. Porsche Active Suspension Management (PASM) is set to SPORT mode for harder damping and more direct steering and, therefore, greater agility on cornering.

Even in SPORT mode, all driving modes specific to the hybrid engine are retained, such as electric driving or recuperation. E-Power supports the combustion engine at just 80% accelerator pedal position, instead of only on kick-down as usual.

### Sport Chrono Package Plus.

Sport Chrono Package Plus is available as an option for the Panamera S Hybrid (only in conjunction with Porsche Communication Management – PCM) for an even sportier vehicle setup.

This includes a digital and analogue stopwatch, the SPORT PLUS button and a performance display in the PCM for lap times. When the SPORT PLUS button in the centre console activates SPORT PLUS mode, the engine management system makes the engine more responsive, as in SPORT mode.

Porsche Active Suspension Management (PASM) is set to SPORT PLUS mode for harder damping. The adaptive pneumatic suspension lowers the vehicle and switches to a harder spring rate.

Porsche Stability Management (PSM) intervenes later in SPORT PLUS mode – for increased longitudinal and lateral dynamics. Agility is enhanced when braking for corners with PSM enabling greater manoeuvrability under braking and exit acceleration, particularly at low speeds.



Digital and analogue stopwatch in centre console

SPORT PLUS mode offers even more agility when PSM is switched off. However, for safety, it is set to intervene automatically only when ABS assistance is required on both of the front wheels.

alternative routes and Porsche Communication Management (PCM) is extended to include the performance display.

A key component of the Sport Chrono Package Plus is the stopwatch mounted on the dashboard. It displays, stores and analyses lap times and times for



SPORT button in centre console



## Balance

Performance and safety. Not a contradiction, but a promise.  
Only when you feel safe, can you use power with conviction.

**To drive a sportscar, you have to think of others.  
We usually think ahead.**

### Lighting system.

The standard Bi-Xenon headlights with headlight cleaning system and automatic dynamic range adjustment ensure uniform illumination of the road with both dipped and main beam. Also fitted as standard are LED daytime running lights.

The Porsche Dynamic Light System (PDLS) is available as an option. Its dynamic cornering light function swivels the headlights towards the inside of a bend based on steering angle and driving speed and the static cornering lights activate the auxiliary headlights to illuminate more of the road at tight bends and turns. Put simply, when you enter a bend the road ahead is illuminated immediately. PDLS also adapts the light distribution to the speed and visibility conditions. The

result is increased safety – not only at night and on bends.

### Body design.

The fully galvanised lightweight body made from steel and aluminium provides a highly resilient passenger cell for protection in the event of an impact. A longitudinal and transverse frame structure absorbs deformation energy, disperses impact forces and thus minimises deformation of the interior. A rigid front bulkhead cross member reduces deformation of the footwells – for better protection of the feet and legs of the occupants.

Pedestrian safety is enhanced by the active bonnet system. If sensors in the front apron detect

a collision, the system raises the rear of the bonnet which can help to reduce the risk of injury.

### Airbags.

The new Panamera S Hybrid is fitted as standard with nine full-size and knee airbags for the driver and passenger, and the Porsche Side Impact Protection System (POSIP). This comprises side airbags in the front seats, curtain airbags over the complete roof frame and side windows from the A to the C pillar, and side impact protection in the doors. Side airbags for the rear are available as an option.



## Brakes.

The braking system of the Panamera S Hybrid is equipped with six-piston aluminium monobloc fixed calipers at the front and four-piston aluminium monobloc fixed calipers at the rear, with brake disc diameters of 360 mm and 330 mm, respectively. The discs are internally vented for rapid heat dispersal.

The manually activated electric parking brake releases automatically on pulling away. Using the hill-hold function you can pull away

without rolling back on the flat or on an incline. Via PSM, even on a hill, the system automatically maintains the brake pressure on all four wheels for a brief period, and prevents the vehicle from rolling away in the opposite direction.

### Porsche Ceramic Composite Brake (PCCB).

The racetrack tested Porsche Ceramic Composite Brake (PCCB) is available as an option for 19-inch wheels or larger. The cross-drilled ceramic brake discs have a diameter of 390 mm at the front and 350 mm at the rear.

The key advantage of PCCB is its total weight saving. Its brake discs are approximately 50% lighter than standard brake discs of similar design and size. As well as enhancing performance and fuel economy, this large reduction in both unsprung and rotating masses ensures better handling and road holding, improved agility and increased comfort, especially on uneven road surfaces.



Standard brake system



PCCB

## Environment.

Over the last 15 years, Porsche has reduced the CO<sub>2</sub> emissions of its vehicles by an average of 1.7%\* per year. In relation to engine power, Porsche is already among those vehicle manufacturers with the lowest CO<sub>2</sub> emissions – thanks to efficient engine technology, lightweight construction, optimised aerodynamics and low rolling resistance.

Porsche proves that even high performance sportscars can achieve moderate consumption and emission values for their categories. The Panamera S Hybrid meets the requirements of the Euro 5 emissions standards in Europe and ULEV regulations in the USA.

How? By efficient use of fuel with technologies such as parallel full hybrid drive, Direct fuel injection (DFI) and recuperation, when the

battery is charged mainly during the braking phases.

In addition, the body of the Panamera S Hybrid consists of around 23% lightweight alloy. For example, the bonnet, doors, front wings and tailgate are made of aluminium which saves weight and fuel.

\* The consumption reduction figures given are determined in the NEDC (New European Driving Cycle) for the vehicle model year concerned, in relation to the European legislation valid at the time.



## Individuality

There are cars for sportscar drivers, for commuters, for technology fans, for the environmentally aware, and for families. Let's summarise this in one word for the new Panamera S Hybrid: for everyone.

**You don't have to start your own community to enjoy alternative fun.**

### Interior.

What strikes you immediately – as well as the four seats – is the centre console rising to the front. This creates a short distance between the steering wheel and the gear selector.

The 4.8-inch TFT colour screen, integrated into the five instrument dials, gives information from the computer, the gear display, the hybrid display for the energy flow in each driving mode, the optional adaptive cruise control display or various warnings, e.g. for the Tyre Pressure Monitoring System (TPM). The navigation map can also be displayed here on vehicles fitted with Porsche Communication Management (PCM).

The front seats with integrated headrests are fully electric with adjustable seat height, squab and backrest angle, and fore/aft position. Adaptive sports seats are optional. The front seats feature



Interior of Panamera S Hybrid in two-tone black and platinum grey, interior package in brushed aluminium

seat heating as standard, the rear seats as an option. On request, seat ventilation is available for the front seats or for all four seats (only in conjunction with seat heating).

The two rear seats have plenty of leg and head room, even for taller passengers. The backrests fold down individually in a 40:60 ratio for more storage capacity. The

volume of the rear luggage compartment in the new Panamera S Hybrid is 337 litres, or 1,155 litres with the backrests folded down.

The standard partial leather interior is available in three colours. Optional interior finishes in leather and Alcantara and interior packages in various materials offer numerous possibilities for personalisation.





Porsche Communication Management (PCM) with navigation module

**Porsche Communication Management (PCM) with navigation module.**

Porsche Communication Management (PCM) is available as an option on the new Panamera S Hybrid. PCM is the central information and communication system. Powerful, versatile – yet easy to operate.

The focal point is the 7-inch high-resolution touchscreen. A maximum of five entries per page ensures clarity of presentation. In specific situations, a help function is displayed at the bottom of the screen.

A central function of the PCM in the Panamera S Hybrid is the graphic display of the hybrid drive with its energy flow diagram, e. g. for E-driving, E-Power, recuperation or coasting. A statistical display also shows the proportion of driving that is emission-free, in relation to the total driving time.

The radio has 42 memory presets, an FM dual tuner with RDS diversity

which constantly scans in the background for the best signal, and a dynamic autostore.

The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs is also supported. A six-disc CD/DVD autochanger integrated in the PCM is available as an option.

An optional universal audio interface in the storage compartment of the front centre console provides a USB port for the connection and charging of various iPod® and iPhone® models, and for connecting MP3 players or USB memory sticks with MP3 music. It is operated via the PCM, the optional multifunction steering wheel or the optional voice control. The USB

port can also be used to download the data on the electronic logbook. The AUX interface is used to connect an external audio source, operated directly on the device connected.

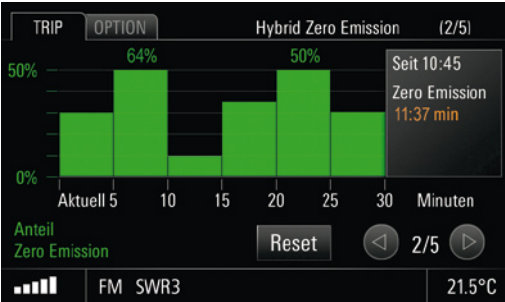
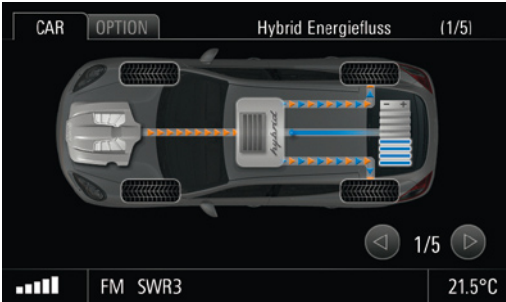
The navigation module with high-speed hard drive, included with PCM, gives you a choice between perspective or a two-dimensional map view. You can also display scenes and buildings in 3D in some areas. The remaining route is automatically adapted to the maximum screen size. Split screen mode enables you to view not only the current map section but also a list of symbols representing your next driving manoeuvres. Operation via the touchscreen is quick and easy. Just touch the

TMC symbol in the map, for example, and the dynamic route guide via the TMC function (Traffic Message Channel) is immediately activated.

**CDR-31 audio system.**

The CDR-31 audio system has a 7-inch colour touchscreen for intuitive control of key functions and menus. The integral CD radio, including FM dual tuner and RDS diversity, 30 memory presets, dynamic autostore and speed-sensitive volume control, comprises a sound system with

10 loudspeakers and a total audio output of 100 Watts. An optional integrated six-disc CD/DVD autochanger is available. As an option, CDR-31 can be combined with the BOSE® Surround Sound System.



**BOSE® Surround Sound System.**

Porsche sound? Music? Both. With BOSE®. The BOSE® Surround Sound System can be combined with both the CDR-31 audio system and the optional Porsche Communication Management (PCM).

Nine amplifier channels with a total output of 545 Watts and 14 loudspeakers, including a 160-Watt high performance woofer (active subwoofer\*) provide a balanced sound.

In combination with PCM, the system enables playback of audio DVDs – and with the sound spectrum of digital 5.1 recording. CDs and MP3 players can be played in stereo or, at the push of a button, in surround mode generated by BOSE® Centerpoint® 2 technology.

The AudioPilot® Noise Compensation Technology measures the ambient noise inside the vehicle and adapts music playback automatically to maintain a consistent

sound – whatever the driving conditions.

Thanks to signal processing technology developed by BOSE®, the system is tailored for optimum acoustics in the interior. The result is a balanced, authentic sound and a captivating three-dimensional 360° sound experience in all four seats. Whether you're coasting almost silently, or driving sportily.

\*In the Panamera S Hybrid, the subwoofer situated beneath the loading edge limits the amount of luggage space available.



Image from reversing camera in PCM



Adaptive cruise control

**ParkAssist.**

The standard ParkAssist, with four sensors in the rear end, gives an acoustic warning of obstacles behind the vehicle. It can be expanded with six sensors at the front as an option. It also gives a visual warning through the graphic depiction of the vehicle's position in the central display screen.

The optional reversing camera (only in conjunction with the PCM and ParkAssist front and rear) facilitates precise reverse parking using the camera image and guidelines on the PCM screen.

**Adaptive cruise control.**

Available as an option, this regulates the vehicle speed in line with the speed of the vehicle in front. If you have set a particular speed and are approaching a slower vehicle, the system reduces your speed by restricting the throttle or gently braking, until a preset distance is maintained. If the leading vehicle brakes further, the adaptive cruise control also reduces your speed. When the road ahead is clear again, it accelerates to the set speed.

**Lane Change Assist (LCA).**

Lane Change Assist (LCA) uses radar sensors to monitor the area behind the vehicle and the blind spot. Above a speed of 30 km/h, the system gives a visual signal in the exterior mirror to warn of vehicles approaching rapidly from behind or in the blind spot. On the motorway, the Lane Change Assist increases comfort and safety. It does not intervene in vehicle driving, and can be deactivated at any time.



Technical data

Engine		
Cylinders		6
Displacement		2,995 cm³
Max. power (DIN) at rpm		245 kW (333 hp) 5,500–6,500
Max. torque at rpm		440 Nm 3,000–5,250
Compression ratio		10.5 : 1
E-Motor max. power at rpm		34 kW (47 hp) > 1,150
E-Motor max. torque at rpm		300 Nm < 1,150
Parallel full hybrid max. power at rpm		279 kW (380 hp) 5,500
Parallel full hybrid max. torque at rpm		580 Nm 1,000
Transmission		
Layout		Rear-wheel drive
8-speed Tiptronic S gearbox		Standard
Front axle		Fully independent large-format double wishbone suspension
Rear axle		Fully independent multi-link suspension
Steering		Power-assisted (hydraulic)
Brakes		Six-piston aluminium monobloc fixed calipers at front, four-piston aluminium monobloc fixed calipers at rear, internally vented discs, ABS
Wheels	Front:	8J x 18 ET 59
	Rear:	9J x 18 ET 53
Tyres	Front:	245/50 ZR 18
	Rear:	275/45 ZR 18

The vehicles featured in this publication contain some items of equipment which are available as extra-cost options only. All information on construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of going to print. Porsche reserves the right to alter specifications and other product information without prior notice.

Weights	Tiptronic S
Unladen weight (DIN)	1,980 kg
Unladen weight (EC)*	2,055 kg
Permissible gross weight	2,485 kg
Maximum payload	505 kg
Performance	Tiptronic S
Top speed	270 km/h
0–100 km/h	6.0 secs
In-gear acceleration (80–120 km/h)	3.9 secs
Fuel consumption/emissions**	Tiptronic S
Urban in l/100 km	8.3 (8.0***)
Extra urban in l/100 km	6.4 (6.1***)
Combined in l/100 km	7.1 (6.8***)
CO <sub>2</sub> emissions g/km	167 (159***)
Dimensions	
Length	4,970 mm
Width (including exterior mirrors)	1,931 mm (2,114 mm)
Height	1,418 mm
Wheelbase	2,920 mm
Luggage compartment volume (VDA)	337 litres
With rear seats folded down (VDA)	1,155 litres
Tank capacity/Reserve	80 litres/15 litres

\* Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

\*\* The new Porsche models are already designed for fuels with up to 10% ethanol. Data determined for standard specification and in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC and 692/2008/EC) measurement method. Data do not relate to a specific vehicle and are not part of the offer, but serve merely for comparison between different vehicle types. Further information on the individual vehicles can be obtained from your Porsche Centre.

\*\*\* Also available as an option are 19-inch All-Season tyres (optimised rolling resistance).



## Summary

Your heart says sportscar, but your head says practical car.  
Or is it the other way around? The conflict has now been resolved.

The new Panamera S Hybrid. Range extended.





Errors and omissions excepted.

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**INTELLIGENT**  
**PERFORMANCE**